

Kirzek, Kevin J., and Rio W. Roland. "What Is at the End of the Road? Factors Affecting Discontinuities on on-Street Bicycle Lanes in Urban Settings." Transportation Research Board Annual Meeting. Washington, D.C.: University of Minnesota, 2005. (paper submitted for publication)

This study determined the bicyclists' comfort levels when encountering the end of on-street bicycle facilities. The research examined 30 discontinuous bicycle facilities within Minneapolis. The research was based upon bicycle level of service studies and perceived and actual safety of on-street bicycle lanes. The study showed the discontinuities affected the bicyclists' perceptions of safety, but also showed that attention needs to be made in particular to the left side of streets.

Moritz, W.E. "Survey of North American Bicycle Commuters Design and Aggregate Results." Transportation Research Record, 1997.

According to the 1997 research by Moritz, relative danger indexes (RDI) could be calculated for roadways with bicycle lanes or routes along with those without facilities. The RDI relates accident frequency to the distance traveled. The findings show that the RDI with bike lanes or routes was .50 for streets, .67 for bike paths, and 5.30 with sidewalks. For those streets without, the RDI increases to 1.26 for major streets and 1.04 for minor streets.

Pucher, John. "Cycling Safety on Bikeways Vs. Roads." Transportation Quarterly 55.4 (2001).

This article was written in response to a 2001 article by John Forester suggested that separate facilities for bicycles are unnecessary and dangerous. Pucher, instead, suggests that bikeways, bike lanes, and special intersection modifications provide for improved traffic control and less bicycle accidents. His response is based on studies completed around the world and within the United States. In particular, Pucher cites a case study in Davis, California in which bicycling has one of the highest modal split share (22%) as compared to other locations within the country.

Racioppi, Francesca, et al. Preventing Road Traffic Injury: A Public Health Perspective for Europe. Copenhagen, Denmark, 2004.

This publication was developed to build on and complement earlier reports launched by the World Health Organization identifying road traffic injury prevention. The report is intended to provide European health sector, private sector, and policy makers guidance on the situation in the European Region. In particular, sections document non-motorized transport needs.

Wachtel, Alan, and Diana Lewiston. "Risk Factors for Bicycle-Motor Vehicle Collisions at Intersections." ITE Journal (1994): 30-35.

Within this study, the authors analyze a variety of bicycle riding conditions to determine where accidents are likely to occur and to what people based on characteristics including age and gender. Their findings suggest that the most accidents occur in areas where bicycles are moving against the flow of traffic. Sidewalks and shared-use paths are cited with higher accident rates

than bicycle lanes due to the incidence of two way traffic and collisions are intersections where these paths meet the roadway.

Worley, Heidi. "Road Traffic Accidents Increase Dramatically Worldwide." Population Reference Bureau, 2006.

Worley's article discusses various methods for improving non-motorized travel along roadways. One of the conclusions presented in this article demonstrates the need for segregated bicycle facilities. The author cites other studies that show accident reduction rates of 35 percent for urban road deaths when segregated bicycle lanes are provided.